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I die it that the license of the master a whomen is resconsible for the Fred Harrison juring the present voyage, he this seme by telegraph, wherever the beat he if with procedure is possible. Score can give you the details of the miscon lact, which has been of a shrious nature and might base at any time caused An accident to this boat as well as to other

The liastweg carried the Putsburg dole gates During the trip from Cairo there was some jockeying among the pilots of the river craft for position near the Mississippi The behavior of the Fred Hartweg, which repeatedly crowded the boat of the President, angered nearly every other bout's master on the river. Just as New Madrid was approached the pilots of the Laiv and Alton pocketed the Hartweg and gave her their smoke.

#### ROOSEVELT TO SOUTHERNERS. Appeals for Breaking Down of Party Lines

on Great Questions. MEMPHIS. Oct. 4. Following is the address delivered here to-day by President

Rooseveil come the chance of speaking at Memphis. in the old historic State of Tennessee, rich in its glorious past and in the certainty of an even greater future; but I especially congratulate myself that I am able to speak here on an occasion like this, when I meet not only the citzens of Tennessee, but many of the citizens of Mississippi and Arkansas and of other States as well, and when the Chief Executives of so many States are gathered to consider a subject of momentous interest to all. The Mississippi Valley is a magnificent empire in size and fertility is better adapted to the development of inland navigation than any other valley in either hemisphere, for there are 12,000 miles of waterway now more or less fully navigable, and the conditions are so favorable that it will be easy to increase the extent of navigable waterways to almost any required degree by canalization. Early in our industrial history this valley was the seat of the largest development of inland navigation in the United States, and perhaps you will pardon my mentioning that the first steamboat west of the Alleghenies was built by a Roosevelt, my great-grandfather's brother, in 1811, for the New Orleans trade, and in that year made the trip from Pittsburg to New Orleans. But from various causes river and

canal transportation declined al over the United States as the railroad systems came to their full development. It is our business to see that the decline is not permanent, and it is of interest to remember that nearly a century ago President Madison advocated the canalization of the Mis-

WEALTH OF MIDDLE WEST

In wealth of natural resources no kingdom of Europe can compare with the Mississippi Valley and the region around the Great Lakes, taken together, and in population this huge fertile plain already surpasses all save one or two of the largest European kingdoms. In this empire peculiarly stalwart and masterful people finds itself in the surroundings best fitted for the full development of its powers and faculties. There has been a great growth in the valley of manufacturing centres; the movement is good if it does not go too far but I most earnestly hope that this region as a whole will remain predominantly agricultural. The people who live in the country districts, and who till the small or mediumsized farms on which they live, make up what is on the whole the most valuable asset in our national life. There can be just as real progress and culture in the country as in the city, especially in these days of rural free delivery, trolleys, bicycles, telephones, good roads and school improvements. The valley of the Mississippi is politically and commercially more important than any other valley on the face of the globe. Here more than anywhere else will be determined the future of the United States, and indeed of the whole Western world; and the type of civilization reached in this mighty valley, in this vast stretch of country lying between the Alleghanies and the Rockies, the Great Lakes and the Gulf, will largely fix the type of civilization for the whole Western Hemisphere. Already, as our history shows, the West has determined our national political development, and the fundamental principle of present American politics, political equality, was originally a Western idea

#### GREAT DEMANDS OF TRAFFIC. The wonderful variety of resources in

different portions of the valley make the demand for transportation altogether exceptional. Coal, lumber, corn, wheat, tton, cattle on the surface of the soil and beneath the soil the riches are great. There are already evident strong tenden cles to increase the carrying of freight from the northern part of the valley to the Gulf. Throughout the valley the land is so fertile as to make the field for the farme: peculiarly attractive, and where in the Wee

The Day and Night Barber Shop A Shave at Any Old Time I wenty-five Backers I welve Manteurists Shave, Shine and Brushing Twenty Gents INTO PROFFITAL V PROFIMETER MARTIRE

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AND THE RESERVE AND THE PERSON OF THE PERSON

Such heavy the case, and this valley being literally the heart of the United States, all that concerns its welfare must concern that concerns its welfare must concern the wissinsippi River and its tributaries ought by all means to be utilized to their primost possibility. Facility of cheap transportation is an essential in our modern elytication, and we cannot after any longer neglect the great highways which nature has provided for us. These natural high-ways, the waterways, can never be menopo-ted by any corporation. They belong to all the propie, and it is to the power of no one to take them away. Wherever a naviiem of regulating the rates on railroads becomes far major, because river regula-tion is rate regulation. When the water rate sinks the land rate cannot be kept as an excessive height. Therefore it is of national importance to develop these streams as highways to the fullest extent is genuinely profitable. Year by year transportation problems become more acute, and the time has come when the should be provided with channels deep enough and wide enough to make the investment of the necessary money profitable to the public. The National Govable to the public. The National Gov-ernment should undertake this work. Where the immediately abutting land is markedly benefited, and this benefit can be definitely localized. I trust that there will be careful investigation to see whether some way can be devised by which the immediate beneficiaries may pay a portion of the expenses—as is now the custom as regards certain classes of improvements in our municipalities: and measures should be taken to secure from the localities specially benefited proper terminal facilities. expense to the nation of entering upon such expense to the nation of entering upon such a scheme of river improvement as that which I believe it should undertake will necessarily be great. Many cautious and conservative people will look askance upon the project, and from every standpoint it is necessary, if we wish to make it successful, that we should enter upon it only under conditions which will guarantee the nation against waste of its money. antee the nation against waste of its money, and which will insure us against entering upon any project until after the most elaborate expert examination and reliable calculation of the proportion between cost ONLY NATIONAL IMPROVEMENTS.

In any project like this there should be a definite policy and a resolute purpose to keep in mind that the only improvements made should be those really national in their character. We should act on the same principle in improving our rivers that we should follow in improving our parbors. The great harbors proving our harbors. The great harbors are of consequence not merely to the immediate localities, but to immense stretches of country; and the same is true of the great rivers. It is these great rivers and great harbors the improvement of which is of primary national interest. The main streams should be improved to the highest practical degree of efficiency before improvements are attempted on the branches, and work should be undertaken only when completion is in sight within a reasonable time, so that assured results may be gained and our harbors. Th great so that assured results may be gained and the communities affected depend upon the improvements. Moreover, as an incident in caring for the river so that it may become an efficient channel of transportation, the United States Government should do its United States Government should do its full part in levee building, which, in the lower reaches of the river, will not only give a channel for commerce, but will also give protection to the adjacent bottom lands. Immense sums have already been spent upon the Mississippi by the States and the nation, yet much of it remains practically unused for commerce. The reasons for this fact are many. One is that the work done by the national Government at least the work have not been haved upon a detailed and tone by the national dovernment at least has not been based upon a definite and continuous plan. Appropriations by Con-gress, instead of assuring the steady prog-ress and timely completion of each piece of work as it was undertaken, have been irregular and uncertain. As a direct con-sequence, far-reaching plans have been dis-couraged and continuity in execution has been made impossible. It is altogether unlikely that better results will be obtained so long as the method is followed of making

partial appropriations at irregular interval or works which should never be undertake until it is certain that they can be carried to completion within a definite and reasons-RAIROADS UNEQUAL TO TASK The industries developed under the stimulus of the railroads are, for the most stimulus of the railroads are, for the most part, permanent industries, and therefore they form the this for future development. But the railroads have shown that they alone cannot meet the demands of the country for transportation, and where this is true the rivers should begin to supplement the railroads, to the benefit of both, by relieving them of certain of the less profitable classes of freight. The more farseeing railroad men, I am glad to tell you, realize this fact, and many of them have become earnest advocates of the improvement of the Mississippi so that it may become a sort of inland seaboard, extending from the Gulf far into the interior and I hope ultimately to the Great Lakes. An investigation of the proposed Lakes-to-the-Gulf deep waterway is now in progress under an appropriation of the last Congress. We shall await its results with the keenest interest. The deciis now in progress under an appropriation of the last Congress. We shall await its results with the keenest interest. The decision is obviously of capital importance to our internal development and scarcely less

so in relation to external commerce so in relation to external commerce.

This is but one of the many projects which it is time to consider, although a most important one. Plans for the improvement of our inland navigation may fairly begin with our greatest river and its object tributaries, but they cannot end there. The lands which the Columbia drains include a vast area of rich grain fields and fruit lands, much of which is not easily reached by railways. The removal of obstructions in the Columbia and its chief tributaries would open to navigation fully 2,000 miles of channel. The Sacramento and, San Joaquin rivess with their tidal openings into San Francisco Bay are partly and, san baddin rivers with their tidal openings into San Francisco Bay are partly navigable now. Their navigation should be maintained and improved, so as to open the marvellously rich valley of California to inexpensive traffic, in order to facilitate both rate regulation and the control of the waters for other purposes. And many other rivers of the United States demand improvement, so as better to meet the requirements of increasing production from the soil, increasing manufacture and a

rapidly growing population. AS TO IRRIGATION. Another important group of que

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citizance of all pertions of the convery are coming to realise that powerer minerality the improvement of navigation may be, it is only one of many ones to be superior may be, it is only one of many ones to be superior may be, it is only one of many ones to be superior ones. The demand for navigation in the superior may be more presenting than the demands for realisms and by irrigation in the arid regions and by draining in the horse in the horse of the printing the values as a to restore or for positiving the values as a to restore or remove the tax of soil waste, to promote manufactures and sufficient life. It is the part of wisdom to a single comprehensive actions for meeting all the demands as for as possible at the same time and by the same means. This is the cosmon why the injurid Waterways Commission was contest in Waterways Commission was contest in Waterh last, largely in response to petitions from citizens of the interior, including many of the members of this Congress. Broad instructions were given to the bommission in accordance with this general policy that no plan should be prepared for the use of any stream for a single purpose. pose without carefully considering, and so far as practicable actually providing for the use of that stream for every other purpose. Plans for navigation and power should provide with special care for sites and terminals not only for the immediate present, but also for the future. It is because of my conviction in these matters that I am here. The Island Waterways Commistam here. The Inland Waterways Commission has a task broader than the consideration of waterways alone. There is an intimate relation between our streams and the development and conservation of all the other great permanent sources of wealth. It is not possible rightly to consider the one without the other. No study of the problem of the waterways could hope to be successful which failed to consider also the remaining factors in the great problem of conserving all our resources.

development and conservation, not alone of the waters but also of the soil, the forests the mines and all the other natural resources of our country.

problem of conserving all our resources Accordingly I have asked the Waterways

ommission to take account of the order

Many of these resources which we have been in the habit of calling inexhaustible are being rapidly exhausted or in certain regions have actually disappeared. Coal mines, oil and gas fields and iron mines in important numbers are already worked out. The coal and oil measures which out The coal and oil measures which remain are passing rapidly, or have actually passed into the possession of great cor-porations, who acquire ominous power through an unchecked control of these prime necessities of modern life; a control without supervision of any kind. We are consuming our forests three times faster than they are being reproduced. Some of the richest timber lands of this continent have already been destroyed, and other vest areas are controlled. not replaced, and other vast areas are on the verge of destruction. Yet forests, unlike mines, can be so handled as to yield the best results of use, without exhaustion, just like grain fields.

just like grain negos.

It is the plain duty of those of us who It is the plain duty of those of us who for the moment are responsible to make inventory of the natural resources which have been handed down to us, to forecast as well as we may the needs of the future, and so to handle the great sources of our prosperity as not to destroy in advance all hope for the prosperity of our descendants.

As I have said elsewhere, the conservation of natural resources is the fundamenit will avail us little to solve all others the whole nation must undertake the task through their organizations and as-sociations, through the men whom they have made specially responsible for the wel-fare of the several States and finally through Congress and the Executive. As a preliminary step, the Inland Waterways Commission has decided, with my full ap-Commission has decided, with my run approval, to call a conference on the conservation of natural resources, including, of course, the streams, to meet in Washington during the coming winter. This conington during the coming winter. This con-ference ought to be among the most im-portant gatherings in our history, for none

THE PANAMA CANAL.

THE PANAMA CANAL.

There is a great national project already under way which renders the improvement of the Mississippi Riverandits tributaries specially needful. I mean the Panama Canal. The digging of that canal will be of benefit to the whole country, but most of all to the States of the Pacific slope and the Gulf; and, if the Mississippi is properly improved, to the States through which it flows. The digging of the Panama Canal is the greatest engineering feat, which has yet. greatest engineering feat which has been attempted on this globe. The been attempted on this globe. The work has been going on most successfully and with fewer drawbacks and difficulties than I had dared hope. When, under our treaty with Panama, we took possession of the Canal Zone I was confident that we should be able to build the canal, but I took it for granted that we should meet many unexpected difficulties, not only in the actual work, but through and because of the diseases which had made the Isthmus a byword of unhealthfulness. The work done in making the conditions on the Isthmus healthy, however, has been so successful that at present the death rate among the that at present the death rate among the thousands of Americans engaged in the canal work is lower than in most localities in the United States. The organization has been perfected, the machinery installed and the actual work of the dredges, stalled and the actual work of the dredges, the steam shovels and the dirt trains is going on with constantly increasing rapidity and effectiveness. In the month of August over 1,200,000 cubic yards of material were removed, chiefly from the Culebra cut—the record removal—and if this rate can be kept up, as I believe it will be kept up, the work of digging will be through in half a dozen years. The finishing of the locks of the great dam may take a little longer; but it begins to look as though the work will be completed even sooner than we had estimated.

Remember, gentlemen, that any work like this entails grave responsibilities. The one intolerable position for a self-respecting nation, as for a self-respecting man, is to bluff and then not be able to make good. We have accepted the Monroe Doctrine as a cardinal feature of our foreign policy. We have undertaken, not only to build, but to police and to guard the Panama Canal. This means, unless we are willing to accept the humiliation of being treated some time by some strong nation as a vain and weak braggart, that we must build and maintain our navy at the highest point of efficiency. When the canal is finished our navy can move from one ocean to the other at will; for remember that our doors open on both oceans. Remember, gentlemen, that any work ber that our doors open on both oceans. Until then our battle fleet, which should always be kept and manœuvred as a unit, ought now to appear in our home waters in one ocean and now to appear in our home waters in the other. And, O my friends and fellow Americans. I most earnestly hope all our people will remember that in the fundamental questions most deeply affecting the life of the nation there can be no proper division on party lines. Matters of such grave moment should be dealt with along the lines of consistent and well thought out policy without regard to any change of administration or of party at Wachington. Such questions as the upbuilding and maintenance of the United States Navy, the completion of the Panama Canal in accordalways be kept and manguvred as a unit

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THE SUN, SATURDAY, OCTOBER 5, 1907.

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of the corporation of the corpo corporations. Most ampliationity of aliented to light pattern for them, have in returns on the public feature positive from have income as instituted in fine and interests that the public forms of them have issuance as institutement in interests that the interests to entertials a proper supercision over them has around as their our a curtously improporated antiquentum. Their oprincement is not soon to be against that in the improper in a patent in the right sound relief in the contract of the most improperly radical, using the rest in its right sound on have been conservative. We have morely taken the first crops in a policy which must be permanent of our democratic institutions are to onder of our democratic institutions are to endure while, as a matter of course, we must also keep ever in mind that it is expectly as min-rious to true democracy to inflict, as tamely to suffer, wrong. We can no more tolerate injustice to the railroads than injustice by them; one course is as immoral and as fundamentally mischievous and injurious to the people as the other. In the matter of supervision of the great silway corporations we are acting as all

In the matter of supervision of the great railway corporations we are acting as all civilized governments have already acted or are on the point of acting. The unrestricted issue of railway securities without any supervision, and under circumstances which often result in the gravest scandal, should not be permitted, and only by Governmental action can it be prevented. It is already thus prevented in England and Germany, for instance. In England the first Royal Commission of Railways, of which that great parliamentary and popular leader. William Ewart Gladstone, was chairman, set forth as fundamental the very principles which here have at last been enacted into law, or which, as I firmly believe, will speedily be enacted. Of course, in any movement like this in which we are now engaged, in any movement looking to the regulation of vast corporate wealth engaged in interstate business, and to the cutting out of all abuses connected therewith, there will at times be suffering in therewith, there will at times be suffering in which, unfortunately, many innocent people will be involved. But such suffering of the innocent is unavoidable in every great move-ment of life. Able and unscrupulous men are sure to deceive certain innocent out-siders and persuade them to invest in ventures under conditions which render loss cer tain when the force of the law is asserted. am exceedingly sorry for these innocent people; but it is not possible, because of them, to refuse to proceed against the men who have victimized them. It is just such a case as would occur if an unscrupu such a case as would occur if an unscrupu-lous man with counterfeit money visited some remote village, spent his money, and then disappeared. The local innkeeper and livery stable keeper, the shopkeeper and the neighboring farmer, would all have been victimized; they would have lodged and fed the man, have supplied him with goods from the store and the farm, have hired horses and wagons to him, and in return would find themselves loaded with counterfeit money. If under such circum-stances the Government found out what had happened it would have no alternative save to stop the circulation of the countersave to stop the circulation of the counter-feit money, though those possessing it were innocent. It would, of course, try to secure the conviction of the thief, but if he had escaped the jurisdiction of the law it would escaped the jurisdiction of the law it would nevertheless be impossible to let his innocent victims continue to pass his by no means innocent counterfeit money. Well, just the same thing is true when it comes to enforcing the law against business men of great wealth who have violated it. People are always because innocent outsiders may be hurt, or only to enforce it with a may be hurt, or only to enforce it with a gentleness that would prevent anybody, good or bad, from being hurt. It is not good or bad, from being hurt. It is not possible to comply with such requests, even when they are made in good faith. This is a government of law, a law which applies to great and small alike. I am sorry, indeed, when it happens that big men who do wrong have involved smaller men with no bad intentions to such an extent that they suffer when we force the undoing of the wrong.

But we cannot hold our hands for such a consideration. The responsibility for the suffering of those innocent outsiders lies, not with us, who put a stop to the wrong and punish the wrongdoers, but with the wrongdoers who mislead their victims.

PRAISE FOR HIGH CHARACTER. In conclusion, friends, let me impress upon you one thing. Good laws can do much good; indeed, they are often indispensable. There is urgent need that we should have honest and efficient legislation and honest and efficient action by those whose province it is to put the legislation into effect. But there is infinitely more need of a high individual average of character. The only permanent way to help any man is to help him to help himself. To teach him permanently to depend on anything save his own powers is to do him harm and not good. Let no man persuade you that laws by themselves, no matter how necessary and beneficial, will make any community happy and prosperous, or be even the chief factors penelicial, will make any community happy and prosperous, or be even the chief factors in securing such happiness and prosperity. In the last analysis the vital factor in each man's effort to achieve success in life must be his own character, his own courage and uprightness and intelligence. In this audience are many men who wore the gray in the great Civil War. In every audience I have spoken to on this trip there have been men who fought in either the Union or Confederate army, and often representatives from both armies. Now, you men know that while in time of war there is need of good generalship, need of good organization, yet the determining factor in the regiment, the brigade, the army, is, and must ever be, the individual character of the individual soldier; his prowess, his hardihood, his unyielding resolution, his stern fidelity to duty, his capacity to act on his own individual responsibility when necessary and yet to ing resolution. This stern fidelity to duty, his capacity to act on his own individual responsibility when necessary and yet to serve over or under or with others in perfect harmony and obedience. It is the character of the man in the ranks which primarily determines the failure or success of battle and campaign. In the great Civil War our armies, Northern and Southern alike, won their high position forever and all time in the undying regard and admiration of their fellow citizens, because the average man who carried sabre or rifle, had this high standard of personal quality. Just as it was in time of war, so it is now in time of peace. If a man has not got the right stuff in him then no law can possibly get it out of him, because it is not there to get out. All that the law can do is to punish evil, to encourage what is good, and to secure, so far as is possible, an equality of opportunity for allmen to show their strength of body, mind and soul in the hard struggle of life.

CANADA MAY BUY U. S. COAL Government Says It May Place Order for 60,000 Tons for Its Railroad Here.

OTTAWA, Oct. 4.- The Deputy Minister of Labor has told the management of the Spring Hill, Nova Scotia, mines that unless they can supply coal for the Intercolonial Railway the Dominion Government will be compelled this week to place for its own protection an order for 60,000 tons with United States firms, as this is needed for the Intercolonial Government owned railway. There is a strike on at these mines and the officials replied that they could not positively undertake to fill any contracts for the supply of coal to the Intercolonial.

## The Music Student Without the Pianola Studies at a Disadvantage

FITTHE leading music teachers and the great colleges are to-day agreed upon the educational importance of the Plannia.

The educational institutions where the Piancha is in setual every-day use new number or universities, colleges, high schools and secondary schools.

Creat tagehers of music like Leacher. isky and Carl Reinicke in Germany, and Prof. Spalding and Prof. Gow in this country, are not only in favor of the Plancia, but are actually maperat. ing with the manufacturers in spread ing the knowledge of the Pianola's importance in music study.

Our Educational Department reports that there is a rapidly growing wave of through the highest educational circles

It has now come to be generally on derstand that the Planels is not morely of value in studying music, but that the music student without the Pianola is to tradly at a disadvantage. Just as much so as a student of chemistry would be handleapped without a well-equipped aboratory, or a student of astronomy without a powerful telescope.

Parente who entertain musical smithing for their children should investigate this olds of the Plancia, sending to our Educations (Jepartment for description literature and prospectus of courses in music study

The Acollan Company, Acollan Hall, "Marine Avenue, "...

## BOTH NAME THE BARTLETTS

Continued from First Pass

Mr. Cohalan's letter that the Republican State committee had made its nominations and adjourned. As a matter of fact Mr Cohalan's committee of conference had been in existence four days. Mr. McLean and Mr. Kennedy, Mr. Cohelan's associates on the committee, had gone to their homes on Monday immediately after the Democratic State committee adjourned, and in all that interval, up to late Thursday night, on the eye of the meeting of the Republican State committee, the Republicans hadn't heard a peer from the

Democrats. It then became apparent to the Democrate that the Republicans intended to go shead and nominate the two Bartietts, and even then no official word was sent by the Demo-cratic conference committee until yesterday afternoon just before I o'clock, after the Republican State committee had adjourne didn't believe the Republicans would act without first conferring with the Democrats or that Mr. Cohalan's messenger was consciously tardy in turning up at Republican

THE DEMOCRATS INDORSE Senator Patrick Henry McCarren won a notable victory yesterday over what described at Monday's meeting of Democratic State committee to be "fat-headed politics," the fatheadedness con-sisting of the refusal of the committee at that time to nominate forthwith without consultation with any other political or-ganization the two Bartletts, as representative of the wishes of the voters of the State for a non-partisan judiciary ticket for the

highest court in the State.
Instead of looking at the higher issue
the Conners-Murphy adherents at Monday's meeting, desiring to emphasize their control of the committee, defeated Senator McCarren's resolution to nominate the two Bartletts by a vote of 30 to 18, there being lifty-one members of the committee present. The Democratic State committee has one members for each Senate district and the member for each Senate district and the Republican committee one member each Congress district.

Half an hour before the Democratic committee assembled at the Victoria at 3 o'clock yesterday afternoon it was known that the committee would indorse the nominations of the two Bartletts. "We are to tag on after the Republicans."

said a McCarrenite, "when we might just as well have led the way on Monday and got the credit for blazing the path to a non-partisan Court of Appeals ticket."

It was observed that many up-State committeemen were absent and were represented by proxies. There were more than a dozen of such instances. This was without precedent and was explained to mean that the regular members did not care to incur the unfriendliness of either Chairman Conners or of Charles F. Murphy, but that they were not in sympathy with their attitude on Monday, and that the proxies sent by them would vote to nomi-nate the two Bartletts. Even John J. Kennedy of the conference committee was beent yesterday and wasn't even repre-

Before the committee assembled Chairman Conners, Mr. Murphy, Mr. Cohalan and other Tammany members of the com-mittee, besides Mr. McLean and George W. Batten, went into private caucus. They were chagrined over the act of the Republican State committee in going ahead with the nominations and some explanation must be forthcoming to the full committee as to the failure of the Cohalan committee. The caucus was called to fix up a reason-able explanation to the brethren.

This having been accomplished, Chairman Conners called the committee to order and immediately recognized Mr. Cohalan,

"Since the committee of conference was appointed on Monday to discuss canwas appointed on Monday to discuss can-didates for the two nominations for Asso-ciate Judges of the Court of Appeals your committee has talked with representatives of the Workingmen's Federation of the State and they urged the nomination of Justice Gaynor and John T. McDonough. Your committee also got in touch with the Prohibitionists, who announced that they would nominate candidates for the Apwould nominate candidates for the Ap-

peals Court."

"Mr. Mason," continued Mr. Cohalan,
"then wrote to Chairman Woodruff on
Thursday, asking for a conference. Mr.
Mason received in reply a letter from Mr. Mason received in reply a tecter from Mr.
Gleason suggesting a meeting at the Republican Club. He replied, suggesting a
formal conference at the Holland House
at 1 o'clock this afternoon. To that Mr.
Gleason replied that it was too late, that
the Republican State committee had made

the Republican State committee had made its nominations and adjourned."

"We believe," continued Mr. Cohalan, "that we have attained that for which we fought, the nomination of good Judges, and that our desire that there shall be no interference with the judiciary has been carried out. I therefore respectfully, suggest that the committee now proceed to nominate for the two vacancies in the Court of Appeals Justice Willard Bartlett and Judge Edward T. Bartlett."

Frank Cooper of Schenectady in seconding Mr. Cohalan's views and the proposition to nominate the two Bartletts said:

"We all recognize the demand for a non-

to nominate the two Bartletts said:

"We all recognize the demand for a nonpartisan judiciary. Against that sentiment
this committee nor no other body cannot
run. We have forced the Republicans to
accede to that demand. By a few hours
they have stolen a little political capital.
I do not believe they would have nominated the two Bartletts, except they were
afraid we would."

"I need not say that I have been for the

afraid we would."

"I need not say that I have been for the Bartletts all along," said Senator McCarren. "I think I expressed myself rather forcibly on that subject on Monday. I spoke only for Kings county, for we have recognized the good services of these two good Judges. But Kings county has only indorsed the sentiment of the State. I would have preferred our compiltee to have acted. have preferred our committee to have acted first, but it seems I was to have come in for a spanking. But all's well that ends well, and I heartly concur in the recommendation of the conference committee that we proceed to nominate these two good Judges."

Judges."

Charles N. Bulger moved that the roll-call be dispensed with, but Chairman Con-ners ordered the call and all present, com-

# CLEANSI REMOVAL OF T. M. STEWART, of Zen.

10 1063 Tel. 5607 Columba For arth mitteemen and proxies, forty-nine in all, voted for the two Bartletts.

"That makes it unanimous," said Mr.

Conners.

Joseph Cassidy offered a resolution calling for the appointment of a sub-committee of three to fill vacancies in case of death or disability coming to the candidates, and in this Mr. Cassidy was supported by Mr. Cohaian.
"But," said Mr. McCarren, "the State

convention last fall in giving power to this State committee to make nominations provided for that. A sub-committee can-not take from the State committee these

powers."

"You're right, and I withdraw my resolution," said Mr. Cassidy.

The committee voted to give a banquet on Jackson Day, February 8 next. Chairman Conners will preside at the feast. WHITNEY SURE HE WILL WIN.

His Friends Ready for Any Tricks of the Bartlett-Williams Crowd. Boston, Oct. 4.-Henry M. Whitney and Gen. Charles W. Bartlett, with 500 delegates, a majority of whom are claimed by each candidate, left the South Station on a

special train at 4:20 this afternoon for the Democratic State convention at Springfield As the train left the station, Gen. Bartlett said: "I am going to win the nomination Mr. Whitney said: "We have the ma-jority of the delegates. I am going to win." The Whitney men are thoroughly prepared to "go the limit" if it shall preve necessary to do so. They are determined that the will of the Democratic voters of Massachusetts, as expressed at the caucuser in choosing a large majority of delegates who favor Whitney for Governor, shall not

who favor Whitney for Governor, shall not be thwarted by any such tactics as Daniel J. Kiley, chairman of the executive committee of the Bartlett-Williams State committee, adopted at Dedham at the Senatorial convention on Wednesday. At that convention the Whitney men, outraged beyond all endurance at the course taken by Boss Lomasney's leading lieutenant, were forced to bolt to hold a rump convention with the result that the Ballot Law Commission will have to decidewhich of the two nominees for Senator and State committeemen, for Senator and State committeemen, nominated by the two conventions, shall go on the official ballot.

go on the official ballot.

The Republican State convention will be called to order to-morrow morning in Symphony Hall at 10 o'clock by the chairman of the State committee, Col. George H. Doty. The permanent chairman of the convention will be Senator Lodge. All arrangements for the convention have been rangements for the convention have been completed by the officers of the committee. The meeting of the full committee on resolutions for the consideration of the platform, written by the chairman, William Green of Fall River, was held this morning at State headquarters.

J. B. HASKINS ROBBED

Cook Who Has Worked for Him Fiftees Years Is Arrested.

James B. Griffin, a negro who has b for fifteen years a cook for John B. Hasking of 34 West Eighty-sixth street, was looked upat Police Headquarters last night charged with grand larceny. Mr. Haskins, who is a son of Judge Joseph Haskins, has been missing articles of clothing and silverware for a year.

for a year.

Yesterday Griffin reported to Mr. Haskins that three cut glass bowls trimmed with silver and valued at \$150 were missing. While looking at goods in a pawnshop in Third avenue shortly after leaving Mr. Haskins's home detectives came aross the glass bowls. The pawnbroker described the man who had brought him the bowls and the detectives concluded that the description tallied with that of Griffin.

When a man or woman finds sickness coming on, such as indigestion, weak eyes, bowel complaint, kidney trouble, etc., it is time some attention is given to the subject of food and drink.

In practically all such cases where coffee or tea is the drink, one can obtain relief by quitting the coffee or tea and taking Postum, for he leaves off a drink that is an active producer of disease and takes in its place a powerful liquid food that contains elements for rebuilding the nerve centres which have heretofore been torn down, "There's



as before. There is a profusion of colors, yet they are toned down and blended so effectively that they will appeal to those who the somber black and plain grays.

Prices \$16 to \$75

ASTOR PLACE AND FOURTH AVE BROTHERS

New Vellow Peyer Cases Special Cable Despatch to THE SU HAVANA, Oct. 4 .- Two new cases of ; -! ever are reported at Los Palos, Havaprovince. One death from the disease

s also reported.

### DIED.

ATKINSON .-- On Friday, October 4, 1907, James Purviance Atkinson, Jr., aged 7 months, son of James Purviance and Maria Henrietta Atkin son of Flushing, N. Y. Funeral private at convenience of family. Please

arah Vanderpoel, at her residence, N 30 East 53d st., New York city, Thursday, to tober 3, 1907, widow of Richard Hoffman Ber son, daughter of the late Abraham B. Vande Funeral services at her residence Monday, O

ARL.-At his late residence. 11 Roanoke Jamaica Platn, Boston, Mass., Alvin Cerl.

Funeral Saturday, October 5, at 10 A. M CLARE .- Gilbert A., at 415 Convent av., on O Funeral services on Sunday afternoon at 40 clo

at his late residence. Interment private CRAIG.-At 501 West 138th st., on October 3, 19 Funeral services Saturday evening, October at 5 o'clock. Interment private KING .-- On October 3, 1907, James M. Ring, D.

LL. D., aged 68 years.

Funeral services at Arch Street Methodist Episc pal Church, Broad and Arch sts., Philadelphi Pa., on Monday the 7th inst. at 10 A. M. Inte ment at Cambridge, N. Y.

ACKENZIE.-On October 3, 1907, James Me kenzie, late Captain Eleventh New York Volun teer Cavalry; also sergeant Crimean Wa Fourth Heavy Dragoons, British Army, mem-ber of Veteran Post 436, G. A. R., and Com-Services Saturday evening, October 5, 1907, at 8.3 o'clock, at late residence, Hilliard and Under

cliffe avenues, Edgewater, N. J. Intermet Sunday afternoon in Kensico Cemetery. CONNELL .- Died, at Lambertville, N. J. McConnell, father of the Rev. William J. McCon Funeral Monday at 9:30 o'clock with soler

requiem mass in St. John's Church. MUNROE.—Suddenly, on October 4, in the 57th year of his age, Chester Clark Munroe, only son of Edmund S. Munroe.

Notice of funeral hereafter. RYLANCE.—At Manchester England on September 24th, in his \$2nd year. The Rev. Joseph H
Rylance D. D. Rector-Emeritus of St. Merks
Episcopal Church of the City of New York.
The funeral services will be held on Monday
October 7th, at 12.30 P. M. at St. Marks Church

corner of 10th Street and Second Avenue REDWELL.-On Thursday, October 8, 1907, at her late residence, No. 29 East Fourth st., New York city, Phebe Eleanor, daughter of the late bury and Eliza Earl Parker Tredwell, in the 79th

year of her age. lelatives and friends are invited to attend to funeral from her late residence, on Monday October 7, at 10 o'clock.

RELIGIOUS NOTICES.

Fifth Avenue Presbyterian Church, Rev. J. Ross Stevenson, Minister. Services at 11 A. M. and 4 P. M.
Dr. Stevenson will preach both in the
morning and atternoon.
Strangers are cordially invited.

SECOND CHURCH OF CHRIST, SCIENTIST.
Central Park West and 68th St.
Christian Science Services Sunday, 11 A. M. and 8 P. M. Sunday School, 11 A. M. Wednesday even ing meeting at 8. Christian Science Reading Rooms 28 W. 29d St. and 123 W. 125th St. Open daily, 61 cept Sunday, from 9 A. M. to 5 P. M. 128th St. Reading Room also open evenings from 8 to 10.

RUTGERS PRESBYTERIAN CHURCH. Rev. ROBERT MACKENZIE, D. D. Minister Rev. ALLEN W. McCURDY, Assist. Minister Service at 11: preaching by Dr. MACKENZIE

CHURCH OF ZION AND ST. TIMOTHY.

834 W. 57th St.
Rev. HENRY LUBECK, D. C. L., Rector.
Holy Communion, 8 A. M.

Morning Service & Holy Communion, 11 A. M.
Preacher, Rev. Dr. Rushton.
Choral Evensong, 4:30 P. M.

which has been closed since July 1st for repair and improvements, will reopen with the usus services to-morrow.

MADISON C. PETERS. MAJESTIC THRATRE, 11 O'C. SEATS FR